



ANNUAL REPORT
OF THE
Department of Public Works
OF THE
PROVINCE OF ALBERTA
1938-39

PUBLISHED BY ORDER OF THE LEGISLATIVE ASSEMBLY

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1939

Edmonton, July 10, 1939.

TO HIS HONOUR,

J. C. BOWEN,

Lieutenant Governor of the Province of Alberta.

SIR:

The undersigned has the honour to submit herewith, the report of the Department of Public Works for the year ended March 31st, 1939.

Respectfully submitted,

W. A. FALLOW,

Minister of Public Works.

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REPORT
OF THE
DEPUTY MINISTER OF PUBLIC WORKS
For the Fiscal Year Ended March 31st, 1939

HON. W. A. FALLOW,
Minister of Public Works.

SIR:

I have the honour to submit herewith report covering the activities of the Department of Public Works for the fiscal year ended March 31st, 1939.

HIGHWAYS, BRIDGES AND SURVEYS

The mileage of main highways maintained during the year was 3,853, being an increase in the mileage over the previous year of 350 miles. The sum of \$405,725.21 was expended in Municipal and Improvement Districts for construction and maintenance of District Highways and Local Roads, being an increase of \$217,000 over last year.

An extensive programme was carried out by the Main Highways Construction Branch, including approximately 137 miles of bituminous surface treatment completed during the year. Grading of the Calgary-Edmonton main highway between Crossfield and Red Deer was completed on the revised location, shortening the distance between these two points by 9.51 miles and eliminating five railway level crossings.

The work of the Bridge Branch included erection of steel and timber bridges and pile and concrete culverts on main highways. All steel bridges were fabricated within the Province. Twenty-six steel bridges and 248 timber bridges were constructed, and 189 bridges were repaired, making a total of 463 bridges dealt with during the year.

The report of the Director of Surveys shows a slight decrease in the number of surveys carried forward to the ensuing year and a large increase in plans submitted by Municipal Districts and titles issued.

BUILDINGS

All public buildings and institutions were repaired and maintained in order to keep them up to standard requirements.

A substantial construction programme was carried out, which included remodelling and renovation of Raymond Agricultural School in order to convert the building into an auxiliary hospital.

Details of maintenance, alterations and additions, and construction of buildings are contained in the report of the Superintendent of Buildings.

MECHANICAL BRANCH

The Boilers and Factories Acts as well as operation of the Provincially owned Power Plants are under the jurisdiction of the

above Branch, and these activities are covered by the report of the Mechanical Superintendent.

HIGHWAY TRAFFIC BOARD

The Public Service Vehicles Act, 1936, is administered by the above Board. A substantial increase in mileage covered by Public Service Vehicles over the mileage of the previous fiscal year is reported.

PROVINCIAL GAOLS

Reports on these institutions show an average daily population for the year of approximately 443 prisoners, compared with 438 for the previous year. The average net cost per prisoner for the period is lower than last year.

Respectfully submitted,

G. H. N. MONKMAN,
Deputy Minister.

MAIN HIGHWAYS MAINTENANCE
DISTRICT HIGHWAYS AND LOCAL ROADS
FERRIES, OPERATION, MAINTENANCE AND
REPLACEMENTS

(E. D. ROBERTSON, *Superintendent of Maintenance*)

Detailed information covering the expenditure for the fiscal year 1938-39 is contained in the following statements submitted with this report:

1. Statement showing expenditure on maintenance of main highways. A total of 3,853.18 miles of this class of road was maintained at a cost of \$686,847.44.
2. A statement showing the distribution from both capital and income accounts of expenditure on the maintenance and construction of district highways and local roads. A total expenditure of \$405,725.21 was made in this way, which was approximately \$217,000 more than last year.
3. A statement showing in detail the expenditure made in connection with the operation, maintenance and reconstruction of ferries from income account. There were 57 ferries in operation during the season at a total cost of \$107,642.49. Four scows were reconstructed and three main cables were replaced.

The ferry over the North Saskatchewan River at the 4th Meridian, North of Lloydminster, was operated by the Saskatchewan Government. This Department paid 50% of the cost of operation and maintenance.

EXPENDITURE FOR MAINTENANCE OF MAIN HIGHWAYS

Location.	For the Year ended March 31st, 1939	Miles.	Amount.
Edmonton to Calgary:			
Calgary to Didsbury	42.10	\$ 24,052.35	
Didsbury to Millet	110.06	45,102.06	
Millet to Edmonton	28.14	6,187.27	
Calgary to Banff Park Boundary	70.28	14,755.84	
Calgary to Medicine Hat:			
Calgary to Brooks	124.27	29,078.29	
Brooks to Medicine Hat	64.78	7,025.71	
Calgary to United States Boundary:			
Calgary to Nanton	51.84	14,040.42	
Nanton to Carway	105.80	11,595.45	
Walsh to Crowsnest:			
Walsh to Winnifred	58.08	7,283.69	
Winnifred to Crowsnest	181.91	38,216.53	
Lethbridge to Coutts	72.32	12,703.43	
Calgary to Bowness Park	4.72	430.29	
Hanna to Viking:			
Hanna to Battle River	63.00	3,554.93	
Battle River to Viking	56.00	4,550.58	
Inverlake to Alsask:			
Inverlake to S.E. corner 16-28-21-4	57.40	10,963.77	
S.E. corner 16-28-21-4 to Alsask	148.63	16,073.83	
Lacombe to Compeer:			
Lacombe to Nevis	36.00	6,464.37	
Nevis to Coronation	73.88	7,503.22	
Coronation to Compeer	81.14	4,854.73	
Wetaskiwin to Hayter:			
Wetaskiwin to Camrose	26.00	5,869.68	
Camrose to Hayter	146.34	16,432.79	

DEPARTMENT OF PUBLIC WORKS

Location.	Miles.	Amount.
Edmonton to Saskatchewan Boundary:		
Edmonton to Wainwright	133.03	\$ 22,340.40
Wainwright to Saskatchewan Boundary	48.00	2,893.00
Edmonton to Lloydminster:		
Edmonton to Chipman	40.20	6,910.57
Chipman to Lloydminster	139.60	24,429.39
Edmonton to Jasper Park:		
Edmonton to Edson	126.68	22,968.09
Edson to Jasper	72.85	11,772.24
Edmonton to Smith	139.81	28,496.46
Edmonton to Elk Island Park	36.42	8,183.49
Grande Prairie to Pouce Coupe	64.00	7,663.01
Smith to Peace River:		
Smith to Springburn	180.00	22,637.12
Springburn to Peace River	24.00	1,825.96
North of Red Deer to Park Gate:		
North of Red Deer to Rocky Mountain House	51.30	7,653.18
Rocky Mountain House to Park Gate	58.00	1,988.38
Peace River to Grande Prairie:		
Peace River to Dunvegan	76.00	11,220.90
Dunvegan to Grande Prairie	61.00	10,966.65
Drumheller to Wayne	7.70	1,068.30
Cardston to Waterton	24.81	2,243.84
Pincher to Waterton	32.28	4,682.42
Okotoks to Turner Valley	15.44	4,839.18
Kipp to High River:		
Kipp to Carmangay	26.68	3,757.04
Carmangay to High River	63.44	10,601.96
Corner North Vulcan to Cheadle	43.60	5,792.41
Lethbridge to Cardston	53.22	10,426.49
Bentley to Sylvan Lake	11.10	1,575.50
Lacombe to Rimbey	30.17	4,908.46
Jasper Highway to Seba Beach	2.13	244.10
Jasper Highway to Edmonton Beach	2.32	182.45
Jasper Highway to Kapasiwin Beach	2.48	62.10
Midnapore to Turner Valley	28.28	5,724.97
Belseker to Nevils:		
Belseker to Twining	26.20	3,696.75
Twining to Nevis	60.71	8,697.30
Alberta Beach Highway	6.45	685.35
Clyde to Barrhead	31.30	4,382.43
Wetaskiwin to Pigeon Lake	28.22	4,259.93
Black Diamond to Little Chicago	9.80	5,297.20
Jasper Highway to Country Club	2.30	340.25
Jasper Highway to Macleod River	9.31	500.40
Carvel to Whitecourt	96.00	5,837.78
Duvernay to Cold Lake	114.00	8,928.68
Grimshaw to Battle River	75.00	11,552.65
High Prairie to Sturgeon Lake	48.00	4,043.42
Sturgeon Lake to Grande Prairie	59.00	5,320.19
South Cooking Lake Highway to Airport	1.30	76.07
Edmonton to Gibbons	22.98	1,896.95
Olds to Sundre	24.24	2,083.01
Carbon South and West	16.65	1,685.60
Picture Butte to Iron Springs	24.49	4,271.50
General (including Salaries)		51,833.27
	3,853.18	\$660,186.02
Add: Reconstruction expenditures by construction branch from		
maintenance funds (Apprn. 706BH) (mileage included above):		
Didsbury to Millet		947.69
Millet to Edmonton		2,391.97
Calgary to Banff		10,330.07
Okotoks to Turner Valley		12,991.69
TOTAL EXPENDITURE (Apprn. 706)	3,853.18	\$686,847.44

EXPENDITURE ON MAINTENANCE AND CONSTRUCTION OF
DISTRICT HIGHWAYS AND LOCAL ROADS

For the Year ended March 31st, 1939

I.D. or M.D. No.	(707) Income	(771) Capital	Total
I.D. 2		\$ 465.34	\$ 465.34
I.D. 3	\$ 2.05		2.05
I.D. 4	48.76	1,717.31	1,766.07
I.D. 5	96.00	1,067.00	1,163.00
I.D. 6	12.50	14.42	26.92
I.D. 7		1,422.50	1,422.50
I.D. 8		10.15	10.15
I.D. 9	5.72	162.76	168.48
I.D. 12	6.40		6.40
I.D. 31		4.00	4.00
I.D. 32	61.16	97.50	158.66

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I.D. or M.D. No.	(707) Income	(771) Capital	Total
M.D. 33	\$ 540.00		\$ 540.00
M.D. 34	460.00		460.00
I.D. 35	29.50		29.50
I.D. 36		\$ 70.00	70.00
I.D. 38	43.00	874.82	917.82
I.D. 61	257.07	613.80	870.87
I.D. 62	33.85	122.76	156.61
I.D. 63	65.75	208.73	274.48
M.D. 64	500.00		500.00
M.D. 65	175.00		175.00
I.D. 66	143.60	57.43	201.03
I.D. 67	570.68	3,059.89	3,630.57
I.D. 68	954.59	13.69	968.28
M.D. 69		3.20	3.20
I.D. 71	1,411.70	1,140.33	2,552.03
I.D. 73	50		50
I.D. 81	25.00		25.00
I.D. 91	293.78	2,111.09	2,404.87
I.D. 92	564.62	756.35	1,320.97
I.D. 93	379.55	1,167.90	1,547.45
M.D. 94	900.00		900.00
I.D. 96	581.37	1,276.08	1,857.45
I.D. 97	975.67	1,850.06	2,825.73
I.D. 100	322.74	1,945.66	2,268.40
I.D. 101	9.72	32.18	41.90
I.D. 121	111.77	1,954.18	2,065.95
I.D. 122	239.23	880.46	1,119.69
I.D. 123	1,844.26	4,700.35	6,544.61
I.D. 125	1,418.92	28.12	1,447.04
I.D. 126		95.41	95.41
I.D. 127	3,808.05	1,008.00	4,816.05
I.D. 130	17.94	8.17	26.11
I.D. 160	3,134.75	1,301.57	4,436.32
M.D. 214		120.30	120.30
I.D. 217	181.12	209.28	390.40
I.D. 218	200.00		200.00
I.D. 219		10.50	10.50
M.D. 221		2,502.07	2,502.07
I.D. 222	1,139.50	1,345.25	2,484.75
I.D. 223	5.15		5.15
M.D. 241		4.00	4.00
I.D. 247	13.26	337.50	350.76
I.D. 251	42.00	4,747.86	4,789.86
I.D. 252	74.00	360.47	434.47
M.D. 273		226.90	226.90
I.D. 276	2,096.57	1,385.69	3,482.26
M.D. 277		1,781.93	1,781.93
I.D. 282	666.30		666.30
M.D. 305		1,000.00	1,000.00
M.D. 307	18.35	1,371.42	1,389.77
M.D. 341		3,182.43	3,182.43
I.D. 344	250.05	325.00	575.05
M.D. 371		1.50	1.50
M.D. 401	159.00		159.00
I.D. 403	615.10	532.25	1,147.35
M.D. 422		309.10	309.10
M.D. 429		472.91	472.91
M.D. 431	108.45		108.45
I.D. 432	550.75		550.75
I.D. 433	25.00		25.00
M.D. 459		772.10	772.10
M.D. 460	2.50		2.50
I.D. 461	1,955.21	3,406.36	5,361.57
I.D. 462	976.41	1,052.95	2,029.36
M.D. 460		922.50	922.50
I.D. 466	794.17	478.50	1,272.67
I.D. 487	1,024.60		1,024.60
M.D. 489		2,763.92	2,763.92
M.D. 490	400.00	2.00	402.00
I.D. 491	1,709.79	1,854.05	3,563.84
I.D. 492	10.00		10.00
I.D. 493	74.85		74.85
M.D. 518	100.00		100.00
I.D. 522	3,061.24	3,143.62	6,204.86
I.D. 523	150.95	8.80	159.75
I.D. 524	70.56		70.56
I.D. 525	43.20	14.40	57.60
I.D. 526	42.70		42.70
I.D. 527	37.12		37.12
I.D. 541	436.28	1,435.91	1,872.19
M.D. 544		6,478.61	6,478.61
M.D. 547		2,424.81	2,424.81
I.D. 551		6.60	6.60
I.D. 553	1,242.66	3,224.36	4,467.02
I.D. 554	1,485.06	1,528.26	3,013.32
I.D. 555	1,140.54	450.47	1,591.01
I.D. 556	135.72	16.00	151.72

DEPARTMENT OF PUBLIC WORKS

I.D. or M.D. No.	(707) Income	(771) Capital	Total
I.D. 571	\$ 158.37	\$ 1,693.10	\$ 1,851.47
I.D. 583	796.32	1,978.73	2,775.05
I.D. 584	959.61	2,189.32	3,148.93
I.D. 601	1,666.32	320.80	1,987.12
I.D. 602	1,374.90	5,756.78	7,131.68
I.D. 603	1,429.37	5,111.54	6,540.91
I.D. 604	534.72	120.35	655.07
M.D. 605		6,709.87	6,709.87
M.D. 606	78.53		78.53
I.D. 607	1,289.57	1,836.95	3,126.52
I.D. 609		209.70	209.70
I.D. 610		559.85	559.85
I.D. 611	2,641.51	1,501.59	4,143.10
I.D. 612	1,142.74	1,055.65	2,198.39
I.D. 613	70.10	977.20	1,047.30
I.D. 615	71.54		71.54
I.D. 631	745.95	83.60	829.55
I.D. 634	214.00	12.75	226.75
I.D. 635	574.84	364.40	939.24
I.D. 636	602.19	45.20	647.39
I.D. 639	2,338.63	1,636.80	3,975.43
I.D. 640	1,600.73	1,440.35	3,041.08
I.D. 641	1,116.47	2,327.73	3,444.20
I.D. 642	35.00	36.00	71.00
I.D. 664	22.39		22.39
I.D. 665	942.31	3,200.20	4,142.51
I.D. 666	767.81	2,396.09	3,163.90
I.D. 667	3,210.15	3,705.81	6,915.96
I.D. 669	880.14	1,029.90	1,910.04
I.D. 670	29.80	168.40	198.20
I.D. 695	316.82	190.85	507.67
I.D. 696	1,361.01	1,019.50	2,380.51
I.D. 697	1,910.19	1,996.30	3,906.49
I.D. 699	373.68	821.07	1,194.75
I.D. 706	616.81	376.09	992.90
I.D. 707	82.12	10.00	92.12
I.D. 708	107.98	63.94	171.92
I.D. 709	123.21	518.10	641.31
I.D. 710	991.95		991.95
I.D. 720		91.00	91.00
I.D. 723	16.95		16.95
I.D. 726	509.46	205.75	715.21
I.D. 727	39.16	69.00	108.16
I.D. 728	39.16		39.16
I.D. 729	464.98	205.56	670.54
I.D. 730	20.00	11.28	31.28
I.D. 731	302.20	149.20	451.40
I.D. 732	268.61	150.67	419.28
I.D. 733	67.16	148.82	215.98
I.D. 734	37.20	73.42	110.62
I.D. 735	669.91	115.11	785.02
I.D. 736	452.78	36.80	489.58
I.D. 737	40.25		40.25
I.D. 738	1,149.19	508.62	1,657.81
I.D. 741	2,234.18	1,936.69	4,170.87
I.D. 742	1,042.54	5.85	1,048.39
I.D. 761	129.36	1.00	130.36
I.D. 763		40.02	40.02
I.D. 764	2,568.93	2,234.26	4,803.19
I.D. 765	2,019.57	1,117.24	3,136.81
I.D. 766	2,401.41	815.36	3,216.77
I.D. 768	7.68		7.68
I.D. 769	2,821.45	2,541.60	5,363.05
I.D. 770	2,590.89	684.09	3,274.98
I.D. 771	2,380.40	422.70	2,803.10
I.D. 772	1,609.47	1,302.19	2,911.66
I.D. 790	29.20		29.20
I.D. 793	485.95	606.30	1,092.25
I.D. 794	44.00	26.00	70.00
I.D. 795	56.10	95.70	151.80
I.D. 796	3,344.73	1,394.84	4,739.57
I.D. 797	675.86	3,628.19	4,304.05
I.D. 800	350.34	65.45	415.79
I.D. 801	114.15	725.10	839.25
I.D. 814	9.86		9.86
I.D. 819	139.15		139.15
I.D. 825	269.37	1,662.94	1,932.31
I.D. 826	677.58	1,756.71	2,434.29
I.D. 827	5.90	.55	6.45
I.D. 828	756.91	1,222.10	1,979.01
I.D. 830	2,127.88	261.95	2,389.83
I.D. 831	2,063.77	616.40	2,680.17
I.D. 843	1,421.49	1,250.00	2,671.49
I.D. 855	401.22	400.24	801.46
I.D. 856		5.94	5.94
I.D. 859	1,834.76	1,653.78	3,488.54
I.D. 861	266.30		266.30

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I.D. or M.D. No.	(707) Income	(771) Capital	Total
I.D. 885	\$ 8.00		\$ 8.00
I.D. 886	545.02	\$ 1,411.82	1,956.84
I.D. 887	2,198.74	2,256.76	4,455.50
I.D. 888	511.13	409.08	920.21
I.D. 889	605.00	4,322.70	4,927.70
I.D. 890		155.63	155.63
I.D. 891	787.38		787.38
I.D. 916	294.92	262.10	557.02
I.D. 917	1,079.16	1,268.92	2,348.08
I.D. 919	44.80	1,621.92	1,666.72
I.D. 920	19.00	38.09	57.09
I.D. 926	4.20		4.20
I.D. 946	1,136.14	699.27	1,835.41
I.D. 977	23.20	14.00	37.20
I.D. 978	20.00		20.00
I.D. 1094	59.20	5.85	65.05
I.D. 1124	377.95	188.85	566.80
I.D. 1125		2.00	2.00
Appropriation to Indian Reserves	6,892.01	109.00	7,001.01
Sub-total	\$125,824.40	\$172,920.71	\$298,745.11

Special Appropriations:

Wainwright-Vermillion road through Secs. 28-29-30, Twp. 46-6-4		\$ 16,609.67	\$ 16,609.67
Ponoka town limits to Mental Hospital		2,354.24	2,354.24
General (including Salaries)	\$ 30,594.29	10,428.58	41,022.87
	\$ 30,594.29	\$ 29,392.49	\$ 59,986.78

TAX ARREARS PROGRAMME IN MUNICIPAL DISTRICTS

M.D. No.	Income	Total	M.D. No.	Income	Total
214 Berry Creek	\$ 75.50	\$ 75.50	543 Laurier	\$ 2,798.50	\$ 2,798.50
241 Acadia	276.00	276.00	544 Champlain	2,289.48	2,289.48
242 Cereal	39.25	39.25	545 Eagle	2,243.96	2,243.96
342 Raven	1,097.05	1,097.05	546 Wostok	1,635.38	1,635.38
343 Prairie Creek	893.12	893.12	547 Leslie	1,678.36	1,678.36
401 Locheam	2,791.90	2,791.90	550 Woodford	1,102.51	1,102.51
431 Last West	494.42	494.42	551 Morthen	648.00	648.00
451 Merton	335.55	335.55	572 Bonnyville	1,326.32	1,326.32
453 Buffalo Coulee	305.05	305.05	573 St. Vincent	492.87	492.87
454 Lakeview	102.34	102.34	574 St. Lina	580.95	580.95
458 Montgomery	812.78	812.78	575 Vilna	1,036.32	1,036.32
459 Bigstone	2,102.06	2,102.06	578 Opal	990.68	990.68
460 Columbia	1,655.95	1,655.95	580 Lockerbie	377.31	377.31
483 Melberta	28.34	28.34	608 Tawatinaw	2,278.04	2,278.04
484 Birch Lake	515.94	515.94	609 Pibroch	1,367.25	1,367.25
489 Liberty	743.84	743.84	610 Shoal Creek	1,223.22	1,223.22
490 Pioneer	1,828.85	1,828.85	637 Cartier	661.85	661.85
513 Ukraina	313.66	313.66	638 Nelson	1,287.56	1,287.56
514 Sobor	1,049.80	1,049.80	739 Grande Prairie	1,695.46	1,695.46
516 Pines	768.93	768.93	829 Spirit River	2,060.83	2,060.83
518 Strathcona	139.84	139.84	40.00 E 92:		
521 Tomahawk	1,718.44	1,718.44	Town of Beverley	908.55	908.55
541 Wostok	221.31	221.31			
Sub-total				\$46,993.32	\$46,993.32

	Income	Capital	Total
TOTAL	\$203,412.01	\$202,313.20	\$405,725.21

SUMMARY

Income Account:			
Appropriation 707		\$156,418.69	
Special Warrant No. 40/38		46,993.32	
			\$203,412.01
Capital Account:			
Appropriation 771		\$102,328.85	
Special Warrant No. 35/38		99,984.35	
			202,313.20
			\$405,725.21

EXPENDITURE ON OPERATION AND MAINTENANCE AND
RECONSTRUCTION OF FERRIES

For the Year ended March 31st, 1939

Location	River	Operation Replacements and Maintenance Installation		Total
		\$	\$	
Desjarlais	North Saskatchewan	1,581.74	337.33	1,919.07
Holmes Crossing	Athabasca	2,040.73	238.53	2,279.26
Dorothy	Red Deer	1,821.64	472.47	2,294.11
Pakan	North Saskatchewan	2,059.48	317.39	2,376.87
Garrington	Red Deer	2,511.89	1,714.82	4,226.71
North of Lloydminster (50 per cent. cost of operation and maintenance)	North Saskatchewan	744.23		744.23
Athabasca	Athabasca	2,343.72		2,343.72
Letts Crossing	Pembina	935.09		935.09
Shandro	North Saskatchewan	1,584.21		1,584.21
Hopkins	North Saskatchewan	1,143.10		1,143.10
Hutton	Red Deer	1,115.05		1,115.05
Rocky Mountain House	North Saskatchewan	1,600.64		1,600.64
Lac Ste. Anne	Narrows	933.20		933.20
Eldorena	North Saskatchewan	1,306.41	323.80	1,630.21
Sangudo	Pembina	835.75		835.75
South of Holborn	North Saskatchewan	752.05		752.05
Dunvegan	Peace	2,439.88	1,237.55	3,677.43
Bow Island	South Saskatchewan	1,182.37	9.60	1,191.97
North of Myrnam	North Saskatchewan	2,752.19	1,130.03	3,882.22
Genesee	North Saskatchewan	888.43	4.41	892.84
Stevenville	Red Deer	1,933.29	2,500.09	4,433.38
Goodwin Crossing	Smoky	2,150.08	436.35	2,586.43
Riverbow	Bow	1,144.73		1,144.73
Bredin Crossing	Bow	848.22		848.22
West of Munson	Red Deer	1,156.03	547.42	1,703.45
Berrymoor	North Saskatchewan	1,297.13		1,297.13
Finnegan	Red Deer	1,206.86	2,304.39	3,511.25
Lindberg	North Saskatchewan	788.54		788.54
Allendale Crossing	McLeod	1,018.68	550.33	1,569.01
Vinca Crossing	North Saskatchewan	996.85	1,228.16	2,225.01
McLeod Valley	McLeod	1,513.59	276.40	1,789.99
North of Jenner	Red Deer	893.11	356.70	1,249.81
Gregory Crossing	Red Deer	920.83		920.83
Elk Point	North Saskatchewan	1,907.00	399.12	2,306.12
West of Morrin	Red Deer	1,380.01	370.25	1,750.26
Smith	Athabasca	1,606.21		1,606.21
South of Grande Prairie	Wapita	861.73		861.73
Klondyke Crossing	Athabasca	1,037.96	170.52	1,208.48
Flatbush	Pembina	766.37		766.37
South of Wembley	Wapita	1,072.08		1,072.08
East Coulee	Red Deer	1,832.81	547.01	2,379.82
West of Fawcett	Pembina	783.94		783.94
South of Crowfoot	Bow	1,485.82	9.51	1,495.33
South of Fawcett	Pembina	834.06		834.06
Waskateneau	North Saskatchewan	1,481.57	575.69	2,057.26
North of Blue Ridge	Athabasca	1,299.75		1,299.75
Mahaska	McLeod	815.55	352.15	1,167.70
Lea Park	North Saskatchewan	1,879.46	421.83	2,301.29
North of Atlee	Red Deer	1,613.47	743.95	2,357.42
Watino	Smoky River		857.06	857.06
Forbesville	North Saskatchewan	2,339.25	209.40	2,548.65
South of Empress	South Saskatchewan	2,043.29	597.92	2,641.21
Rosevear	McLeod	772.40		772.40
Warspite	North Saskatchewan	1,008.38	2.45	1,010.83
Fort Vermilion	Peace	1,384.84	68.22	1,453.06
Heinsberg	North Saskatchewan	2,844.11	765.26	3,609.37
Rosedale	Red Deer	2,208.94	220.58	2,429.52
North of Beauvallon	North Saskatchewan	966.42	554.79	1,521.21
Bow Slope	Bow	1,610.84		1,610.84
Ferries General		3,540.49	1,004.52	4,545.01
		\$ 85,816.49	\$ 21,856.00	\$107,672.49

Appropriation No. 704, Income Account..... \$107,672.49

BRIDGE CONSTRUCTION AND MAINTENANCE

April 1st, 1938—March 31st, 1939

(N. W. MACPHERSON, *Commissioner of Highways and Bridges*)

During the season 11 crews were employed on bridge work, one of these being used steadily on painting steel spans.

Considerable ferry construction and maintenance was undertaken by our crews, and a certain amount of work on new Main Highway Construction took place.

All steel spans were fabricated within the Province, the following being a list of the same:

CONSTRUCTION:

Size	Stream	Location
1- 80 foot span	Tawatinaw River	10/15-65-22-4
1- 50 foot span	Rosebud River	S.E. 17-31- 1-5
1-100 foot span	McLeod River	S.E. 14-48-22-5
1-100 foot span	McLeod River	S.E. 30-47-22-5
1- 80 foot span	McLeod River	N.E. 22-47-23-5
1-175 foot span	Little Red Deer River	S.W. 30-35- 1-5
1- 80 foot span	Paddle River	23/26-57- 7-5
1- 70 foot span	Strawberry Creek	N.W. 27-39- 2-5
1- 50 foot span	Arrowwood Creek	W. 18-20-24-4
1- 50 foot skew span	Arrowwood Creek	12/13-20-25-4
1- 80 foot span	Yarrow Creek	N.E.12- 4-29-4
1- 60 foot span	Battle River	S. 3-44-27-4
1-125 foot span	Medicine River	W. 19-38- 2-5
1- 80, 1-175 foot span	Beaver River	S.W. 12-63- 4-4
1- 50 foot span	Battle River	29/30-46- 6-4
1-175 foot span	Milk River	S.E. 8- 2-13-4
1- 60 foot span	Nose Creek	S.E. 21-25- 1-5

NEW SUB-STRUCTURES:

1-80 foot span	Rosebud River	S.W. 29-27-20-4
1-60 foot span	Blindman River	21/28-40- 1-5
1-80 foot span	Blindman River	N. 35-39- 1-5
1-60 foot span	Mosquito Creek	S. 2-17-29-4
1-80 foot span	Prairie Creek	S. 4-38- 7-5
1-60 foot span	Sturgeon River	N. 10-54-26-4
1-80 foot span	Battle River	S. 1-45-23-4
1-50 foot span	Horseguard Creek	13/44-39- 4-5
1-80 foot span	Little Bow River	S.W. 5-15-21-5

SUMMARY OF WORK ON BRIDGES, 1938-9:

Steel Bridges as shown above	26
Timber Bridges constructed	248
*Bridges maintained	189
Total Bridges dealt with	463

*41 of the maintained bridges were painted.

MAIN HIGHWAYS

(N. W. MACPHERSON, *Commissioner of Highways and Bridges*)

During the season of 1938, a total of 137.40 miles of new bituminous surface treatment was completed, made up of 134.91 miles of main highways and 2.49 miles of roads through towns and villages. Grading and gravelling of the Calgary-Edmonton main highway between Crossfield and Red Deer was completed on the revised location shortening the distance between these points by 9.51 miles and eliminating five railway level crossings for main highway traffic. One grade separation project was commenced under agreement with the Board of Transport Commissioners for Canada, this being on the Edmonton-Jasper Main Highway at Spruce Grove, where an overhead crossing was installed. Works performed during the year ending March 31, 1939, are as follows:

GRADING

MAIN HIGHWAYS

Location	Miles	Type	Work Done by
Crossfield-Red Deer	62.46	S.E.G.	Day Labour
Wetaskiwin-Millet	3.53	"	Day Labour
Granum-Macleod	1.31	"	Day Labour
Medicine Hat-Redcliff	3.15	"	Day Labour
Alhambra-Rocky Mountain House	5.86	G.R.	Day Labour
Edmonton-Stony Plain	16.55	S.E.G.	Day Labour
Styal-Carrot Creek	3.33	"	Day Labour

TOTAL 96.19 miles

S.E.G., Standard Earth Grade, 90.33 miles; G.R., Grade Re-condition, 5.86 miles.

SECONDARY HIGHWAYS

Olds-Dogpound Creek	7.99	S.E.G.	Day Labour
Namao-Bon Accord	3.98	"	Day Labour

TOTAL 11.97 miles

S.E.G., Standard Earth Grade, 11.97 miles.

MISCELLANEOUS GRADING

Coalspur-Cadomin	6.17	E.G.	Day Labour
Ponoka Institute Road	1.00	"	Day Labour
Town of Macleod	0.43	S.E.G.	Day Labour

TOTAL 7.60 miles

E.G., Earth Grade, 7.17 miles; S.E.G., Standard Earth Grade, 0.43 miles.

GRAVELLING

BASE COURSE—MAIN HIGHWAYS

Location	Miles	Work Done by
Crossfield-Didsbury	18.01	Day Labour
Didsbury-Bowden	20.68	W. J. McCoy & Son
Bowden-Red Deer	23.77	Western Canada Construction, Ltd.
Wetaskiwin-Leduc	10.34	Day Labour
High River-Cayley	9.00	Western Canada Construction, Ltd.
Cayley-Durward	11.97	Poole Construction Company, Ltd.
Durward-Macleod	41.83	H. Oliver
Medicine Hat-Redcliff	3.14	Day Labour
Kananaskis-Banff Park Boundary	5.63	Day Labour
Edmonton-Spruce Grove	9.90	Day Labour
Spruce Grove-Stony Plain	6.83	Poole Construction Company, Ltd.

TOTAL 161.10 miles

Day Labour, 47.02 miles; Contract, 114.08 miles.

BASE COURSE—MISCELLANEOUS

Town of Claresholm	0.68	H. Oliver
Village of Millet	0.50	Day Labour

TOTAL 1.18 miles

BASE COURSE GRAVEL TO STOCK PILE

Location	Cu Yds.	Stock Piled by	Remarks
Crossfield-Innisfail	9,981	H. G. Macdonald & Co.—	Spread by Day Labour.
Stony Plain-Carvel Corner	2,639	Poole Const. Co., Ltd.—	Left in Stock Pile.
12,620 cu. yds.			

FIRST COURSE GRAVEL—MAIN HIGHWAYS

Location	Miles	Work done by
Styal-Carrot Creek	3.41	Day Labour

FIRST COURSE GRAVEL—SECONDARY HIGHWAYS

Dogpound Creek-Sundre	12.67	Western Canada Construction, Ltd.
Bentley-Rimbey	15.77	Poole Construction Co.

TOTAL 28.44 miles

FIRST COURSE GRAVEL—MISCELLANEOUS

Ponoka Institute Road	1.10	Day Labour
Village of Rimbey	0.76	Poole Construction Co.

TOTAL 1.86 miles

REPLACEMENT GRAVEL—SECONDARY HIGHWAYS

Okotoks-Black Diamond	12.87	Western Canada Construction, Ltd.
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REPLACEMENT GRAVEL—MISCELLANEOUS

Town of High River	0.55	Western Canada Construction, Ltd.
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BITUMINOUS SURFACING

MAIN HIGHWAYS

Location	Miles	Type	Work Done by
Calgary-Crossfield	24.78	Surface Treatment	Day Labour
Ponoka-Millet	32.57	Surface Treatment	Day Labour
Okotoks-Macleod	77.56	Surface Treatment	Day Labour

TOTAL 134.91 miles

Millet-Edmonton	26.62	Seal Coat	Day Labour
Calgary-Okotoks	20.23	Seal Coat	Day Labour
Calgary-Inverlake	16.12	Seal Coat	Day Labour
East of Radnor—Banff Park	35.15	Seal Coat	Day Labour

TOTAL 98.12 miles

Calgary-Okotoks	2.00	Retreatment	Day Labour
Kananaskis-Banff Park	8.38	Retreatment	Day Labour

TOTAL 10.38 miles

TOWNS AND VILLAGES

Town of Claresholm	0.68	Surface Treatment	Day Labour
Town of Nanton	0.38	Surface Treatment	Day Labour
Town of Macleod	0.43	Surface Treatment	Day Labour
Town of Okotoks	0.50	Surface Treatment	Day Labour
Village of Millet	0.50	Surface Treatment	Day Labour

TOTAL 2.49 miles

Liquid Asphalt sprayed, gallons	1,696,169
Aggregate spread, cubic yards	65,121
Area treated, square yards	3,215,945

AGGREGATE FOR BITUMINOUS SURFACING

Produced by	Quantity cubic yards
Day Labour	25,356.5
H. G. Macdonald & Company	9,424.5
Western Canada Construction, Ltd.	18,314.25
H. Oliver	17,151.5
Poole Construction Company, Ltd.	8,068.0
Jeffries & Sons	3,073.0

TOTAL 81,387.75

TOTAL GAVEL QUANTITIES TAKEN OUT UNDER ALL SURFACING PROJECTS
(Includes Aggregate)

Crushed Gravel to Railway Cars	64,115.00 cu. yds.
Crushed Gravel to Trucks	194,795.55 cu. yds.
Crushed Gravel to Stock Piles	27,664.50 cu. yds.
Crushed Gravel from Stock Piles	13,112.50 cu. yds.
Screened Gravel to Trucks	11,201.50 cu. yds.

CABLE GUARD ERECTION

Okotoks-Macleod:	
Posts installed	1,334
Cable Guard, lin. ft.	18,710
Work done by Day Labour.	

MISCELLANEOUS

Onoway-Sangudo—Clearing, 173.23 acres.	Day Labour.
Meikle River 60th Par. of Lat. (Slave Lake Highway)—Clearing, 239 miles.	Day Labour.

MAIN HIGHWAYS CONSTRUCTION—APPROPRIATION 754
EXPENDITURE APRIL 1st, 1938, TO MARCH 31st, 1939

18

DEPARTMENT OF PUBLIC WORKS

Project No.	Description	Page No.	Totals	Preliminary Engineering	Clearing and Grubbing	Grading	Culverts, Bridges and Cable Guard	Compensation for Land and Right-of-Way	Gravel Surfacing	Clay Surfacing	Bituminous Surfacing	General
1-A-1	Calgary-Aldrie	1	\$ 32,453.74	\$ 453.56		\$ 27,340.17	\$ 29.75	\$ 10.00	\$ 112.00		\$ 32,273.40	\$ 28.59
1-A-2	Aldrie-Carslars	2	82,698.69	440.48		21,607.32	7,169.14	5,217.42	15,819.46	12.59	26,657.76	28.59
1-B-1	Carslars-Innisfail	3	45,773.77	734.12	432.65	53,316.35	4,775.19	5,619.79	12,268.44	616.75		13.15
1-B-2	Olds-Bowden	4	99,101.61	734.12	414.07	53,316.35	9,530.34	11,028.55	23,906.53	53.80	2.50	13.15
1-C-1	Innisfail-Penhold	5	54,912.37	679.27	697.40	28,967.44	3,228.39	7,754.33	13,062.90	369.39	149.50	13.15
1-C-2	Penhold-Red Deer	6	51,474.41	309.92	348.17	27,284.03	6,241.94	6,494.44	10,658.15	124.61		13.15
1-D-2	Red Deer-Lacombe	7	60,637.67	66.00	1,282.80	32,735.36	6,254.97	7,005.27	11,438.65	1,798.26	43.20	13.16
1-E-1	Ponoka-Menaik	8	69.60	69.60								
1-E-2	Wetaskiwin-Millet	9	11,673.40			168.67		703.05	101.83		10,699.85	
1-E-3	Menaik-Wetaskiwin	10	61,394.09		74.50	14,287.50	1,194.42	1,244.24	2,591.58	1.07	41,963.08	37.70
1-F-1	Edmonton-Leduc	11	36,176.57			74.93	80.00	789.12	310.40		34,922.12	
1-F-2	Leduc-Millet	12	17,728.80				22.01	712.55			16,994.24	
2-A-1	Irvine-Walsh	13	12,291.75			15.00		10.00	183.75	24.33	12,036.66	
2-A-2	Medicine Hat-Dunmore	14	8.05	8.05								
2-D-2	Monarch-Mile 173	15	159.84	159.84				25.00	19.20			
2-E-1	Mile 173-Macleod	16	871.83	827.63								
2-E-1-3	Bellevue-Coleman	17	26.87	26.87								
2-E-4	1 Mile West of Bellevue-Fincher	18	65.02									
2-E-7	Coleman-B.C. Boundary	19	98.50					20.02			45.00	
2-E-9-10	Macleod-Fincher	20	46.05					46.05				
3-A-1	Calgary-Okotoks	21	12.80								12.80	
3-A-2	Okotoks-High River	22	26,885.90								26,885.90	
3-A-3	High River-Nanton	23	18,885.27								18,732.23	
3-A-4	Nanton-Stavely	24	53,765.64								26,652.18	
3-B-1	Macleod-Granum	25	78,239.47								31,104.82	
3-B-2	Granum-Stavely	26	52,607.76	4.00	27.05	8,324.36	171.88	1,103.90	24,098.38		21,332.11	
4-A-1	Calgary-Inverlake	27	89,863.97	1.80		935.17	383.18	823.36	21,717.30		39,389.90	
4-C-1	Medicine Hat-Redcliffe	28	13,840.19					1,276.76	48,258.34		13,840.19	
5-B-4	Hanna-Youngstown	29	18,197.78	163.79		10,047.89	1,105.44	24.46	5,389.61	93.16	1,373.43	
5-C-2	Chinook-Excel	30	14.50	14.50								
6-A-3	Stirling-Lethbridge	31	3.00	3.00								
7B	Cochrane-Mile 33.8	32	7,641.88									
7-C-1	Mile 33.8-Mile 44.6	33	4,209.72									
7-C-2	Mile 44.6-Kananaskis	34	9,276.68									
7D	Kananaskis-Park Gates	35	6,621.65									
9-A-1	Alhambra-Rocky Mountain House	36	23,764.17									
10-D-1	Hardisty-Hughenden	37	9,135.70	628.25	460.53	7,728.21	213.06	96.50	19.68		23,712.17	52.32
13-C-1	Vegreville-Ranfurly	38	85.00					85.00				
13-C-2	Chipman-Mundare	39	127.12									
13-D-1	Vermilion-Lloydminster	40	1,564.24	127.12								
13-D-2	Ranfurly-Innisfree	41	243.61	243.61								
13-D-3	Innisfree-Vermilion	42	135.28	135.28								
14-A-1	Edmonton-Winterburn	43	207.34	207.34								
			20,946.67	33.33	684.08	17,018.09	898.02	628.65	1,670.80	1.05	12.65	

14-B-1-R	Winterburn-Mile 27	34	13,039.07	62.15	2,740.49	2,098.92	10,227.29	650.71	20,745.93	52.75	222.66
14-B-1	Winterburn-Mile 27	35	85,862.36	939.38		53,107.81	4,710.37	3,342.97	4,604.89		52.50
14-B-2	Mile 27-Seba Corner	36	5,152.49	494.10		1.00					
14-C-1	Entwistle-Evansburg	36	225.72	148.30		77.42					
14-C-2	Seba Corner-Entwistle	37	106.74	106.74							
14-C-3	Evansburg-Styal	37	34.80	34.80							
14-D-1	Brines Corner-Eaton	38	50.00					50.00			
14-D-3	Siyal-Carrot Creek	38	20,365.05	56.68	146.31	17,737.54	242.77	131.30	2,050.45		
16-D-1	Donnelly-Nampa	16	62.80					62.80			
24A-1-2	Pincher-Waterton Park	15	12.80							12.80	
26A	Edmonton-Gibbons	39	42.50					42.50			
27A	Bentley-Rimbey	17	2.02								
28A	Whitecourt-Valleyview	39	243.70	81.00		2.02					
29A	Cable Guard (Erection)	39	225.87	225.87		162.70					
40.00E8	Town of Claresholm	40	2,630.06								
40.00E11	Town of Coleman	41	1,865.08								
40.00E13	Village of Crossfield	37	800.00								
40.00E21	Town of Leduc	42	195.03								
40.00E22	Town of Macleod	42	9.40			190.57					
40.00E24	Town of Millet	43	1,446.68								
40.00E26	Town of Nanton	43	1,377.51			581.46					
40.00E35	Town of Okotoks	44	488.72			3.85					
40.00E44	Town of High River	44	133.70								
40.00E59	Town of Bentley	45	91.56								
43.00	Town of Rimbey	44	456.15								
43.14	District Highway General	45	379.50								
43.17	Olds-Sundre	40	259.68								
43.19	Carvel Corner-Whitecourt	46	21,407.51	259.68		11,093.18	206.76		9,657.21		
43.21	Black Diamond-Little Chicago	47	5,295.97	230.66		347.74			50.00		
43.23	Grimshaw-Notikewin	37	169.20	202.17					169.20		
43.25	Bentley-Rimbey	55	38,230.08	9,072.26		1,375.87	153.60		20,588.99		150.79
3077	Namoo-North	48	20,646.17						4,984.11		57.18
6325E	Rentals of Gravel Pit Sidings	49	16,350.62	608.42		12,442.37	1,498.45				7.40
	Highway Ponoka Bridge to Institute Gate	50	5,062.86								
37015E	Coalspur-Bikerdike	51	2,138.22								
10935	Waterways-Willow Lake	52	18.90			395.92			1,227.53		
47290	Coalspur-Cadomin	53	3,176.48	3,176.48							
3083	General (including Administration)	54	25,151.72	10.58	1,232.69	21,929.65	1,700.35	141.83		136.11	147.20
			29,561.94			90.65					29,324.60
			\$1,306,726.63	\$ 22,626.17	\$ 41,512.36	\$373,255.18	\$ 62,689.39	\$ 59,236.01	\$310,587.37	\$403,508.53	\$ 30,176.49

SUMMARY

754B, including Special Warrant 28/38, Special Warrant 43/38, Special Warrant 63/38

754A \$1,099,401.76
 Special Warrant 35/38 32,572.69
 Special Warrant 34/38 74,999.30
 Special Warrant 58/38 63,144.80
 36,608.08

TOTAL Main Highways Construction

\$1,306,726.63

NOTE: Reconstruction work in the sum of \$26,641.42 was also undertaken by the Branch. Payment for same was made from Appropriation 706BH. In Main Highways Maintenance Statement.

SURVEYS BRANCH

(A. P. C. BELYEA, *Director of Surveys*)

During the year there were three survey parties employed on road surveys from the first of March until the end of November. The weather was very favourable, and good progress was made in the field work.

There was a large increase in the number of road plans submitted for examination by the Municipal Districts, and the same applies to subdivision plans presented for approval.

The following is a summary of the work of this Branch during the past year:

Surveys required and brought forward from 1937 (after revising schedule)	462
Surveys asked for during 1938	171
Surveys made during 1938	178
Surveys carried over to 1939	455
Plans submitted and examined on behalf of Municipal Districts	189
Titles issued to roadways surveyed by Municipal Districts	180
Plans prepared and filed in Land Titles Office	328
Certificates of Title received for roadways	231
Certificates of Title received for lands given for public purposes under Departmental Regulations as to subdivisions	14
Certificates of Title to public buildings	13
Transfers issued covering lands no longer required	145
Number of plans of subdivisions approved during 1938	52
Plans submitted by the Department of Water Resources	41
Plans of Power and Transmission Lines	23
Vouchers issued for compensation	525
Leases of road allowances in force	223
Leases of road allowances applied for	42

BUILDINGS BRANCH

(W. D. STACEY, *Superintendent of Buildings*)

The work of this Branch was carried out along similar lines to previous years. Considerable alterations, capital and maintenance work were carried out as follows:

Court House, Grande Prairie.

As the town was installing water service, we had plumbing and sewerage put in the Court House at a cost of \$495.00.

Normal School, Edmonton.

In order to make space for Recreation and Physical Vocational Training, two unfinished rooms in the basement were completed at a cost of \$799.00.

Institute of Technology, Calgary.

Improvement of grounds, such as planting of trees, laying out walks and roads, were done by Relief Labour at a cost of \$1,223.69.

Mental Institute, Oliver.

Considerable new work was done at this Institution, particularly in connection with the Farm. A new heating system, also pasteurizing system, was installed in the Dairy Building. Four granaries, implement shed, garage, and other small farm buildings were erected at a total cost of \$3,885.00. An addition was placed on the kitchen and dining room, to make available space for a room to prepare vegetables and kitchen work room, at a cost of \$5,184.00.

Provincial Gaol, Fort Saskatchewan.

The top floor of the north wing of this building was altered and made suitable for use as a Social Hygiene Clinic for the patients. A new hog barn and dairy barn was built, at a cost of \$3,664.00.

Provincial Gaol, Lethbridge.

A new root house and tool shed was built for storing the vegetables grown on the farm, and used at the Institution, at a cost of \$1,356.00.

Mental Hospital, Ponoka.

Several balconies were enclosed and made over into wards to take care of patients in the Women's Building. This provided additional accommodation for 30 or 40 beds, also a rest room for the help. This work was done at a cost of \$11,445.00.

A fire occurred at the farm dormitory building, and on account of the damage the building had to be completely overhauled and repaired, at a cost of \$6,603.00. This amount was covered by insurance.

Agricultural School, Olds.

As there was a shortage in the water supply, a new well had to be dug to get sufficient water for supplying the cattle, etc., on the farm. The cost of this work was \$4,445.00.

Agricultural School, Vermilion.

A small root house was erected at a cost of \$226.00. To give increased water supply, work was done at a cost of \$813.00.

Provincial Auxiliary Hospital, Raymond.

On account of the overcrowded condition of the Women's Buildings at the Mental Hospital, Ponoka, and Mental Hospital, Claresholm, it was decided to convert the Agricultural School at Raymond into an Auxiliary Hospital. This building had not been in use for a few years, and had to be completely overhauled and remodelled, and quarters made for the staff. The work was completed at a cost of approximately \$58,000.00.

Treasury Branches.

At various points throughout the Province, suitable buildings were located and fitted up for use as Treasury Branches. Branches were first opened up in the basement of the Court House at Edmonton and Calgary. Other branches were established at Grande Prairie, Rocky Mountain House, Andrew, Camrose, St. Paul, Killam and Coronation. All of these branches were completely equipped with counters, cages, vaults, safes and office furniture.

Due to the increased amount of business, it was decided to establish a head office at Edmonton, and the old Canadian Bank of Commerce building on Jasper Avenue East was purchased. The first floor was fitted up for general offices of the Edmonton Treasury Branch, and the second floor was fitted up for offices for headquarters' staff of Treasury Branches. The cost of alterations, etc., to this building amounted to \$2,675.00.

Police Buildings.

Considerable repairs and alterations were made to the buildings occupied by the R.C.M. Police, and owned by this Government. Additions were made to the buildings at St. Paul, McLennan, Evansburg and Edson. The expenditure on these Police buildings amounted to \$9,590.00.

Carpenter Shop, Edmonton.

During the year the carpenter shop was kept very busy manufacturing equipment, furniture, etc., such as counters, desks, tables, bookcases and filing cabinets to be used in the various public buildings and institutions.

General.

Repairs and alterations to our buildings were carried out by day labour, under the supervision of our foremen, and directed from this office.

The repairs, upkeep and caretaking of all public buildings and institutions, throughout the Province come under the supervision of this Branch.

The expenditure controlled by this Branch during the year 1938-39 was as follows:

CAPITAL EXPENDITURE

Apprn. No.

756	Furnishings and Equipment, Legislative and Departmental Buildings and Public Institutions	\$ 42,320.30
*759	Sites and Construction—Public Buildings	33,777.88
S.W. 21	Fox Farm	3,498.47
S.W. 22	Provincial Auxiliary Hospital, Raymond	57,987.11
S.W. 39	Mental Hospital, Ponoka	6,603.17
S.W. 51	Treasury Branch, Edmonton	37,675.30
S.W. 46	Treasury Branches, Furnishings and Equipment	13,282.53
S.W. 36	Purchase of Land, adjacent to Vermilion School of Agriculture	1,000.00
		<u>\$196,144.76</u>

INCOME EXPENDITURE

708	Administrative and General Office Salaries.....	\$ 14,087.97
709	Legislative and Departmental Buildings	421,081.09
710	Public Institutions	91,520.70
713	Government House	11,238.53
		<u>\$537,928.29</u>

*Includes S.W. 5/38.

MECHANICAL BRANCH

(VERNON PEARSON, *Superintendent*)

I respectfully submit herewith the annual report covering the activities of the Mechanical Branch for the year ending March 31, 1939. This report includes:

1. Power Plant Statistics.
2. Report of Acting Chief Inspector of Boilers.
3. Report of Chief Factory Inspector.

In addition to the above activities, there was transferred to this Branch in October, 1938, the enforcement of The Tradesmen's Qualification Act, in so far as it applies to the trade of welding.

In order to ascertain the requirements of the industry for proper regulation, meetings with welders and employees were arranged in Edmonton, Calgary, Turner Valley and Lethbridge. New regulations were subsequently drawn up, and Mr. George A. Johnson has been appointed Welding Inspector to supervise examinations and generally enforce the regulations.

Power Plants.

There was an increase of 320,000 in the K.W. hours supplied to the various institutions, an increase of 5½%. At the Parliament Buildings, out of 1,046,000 K.W. hours used, only 101,210 were purchased, the remainder being generated. In 1937-38 the amount purchased was 360,890 K.W. hours. At Ponoka there was an increase in the current consumption of 302,000 K.W. hours. At the same time there was a slight reduction in coal consumption. There was a reduction of 4,000,000 gallons in the amount of water consumed at Fort Saskatchewan Gaol, chiefly due to improvements in the plumbing system.

Many of the services in the older buildings are difficult to maintain, due to worn-out, inadequate or overloaded equipment. At Ponoka the heating system is being revamped in sections. Each year for the past three years, \$3,000 has been set aside for this purpose.

Boilers Act.

Detailed report below shows a very marked increase in the amount of work completed. The registration of all pressure vessels in the Province has proved to be a difficult task, particularly in places remote from cities and towns. This work is proceeding methodically and should be completed this year.

Factories Act.

The report from this department is very satisfactory. The enforcement of new regulations governing the installation of modern safety devices of freight and passenger elevators has made a great deal of work for the inspectors. These regulations, however, were well received by owners of buildings, and with few exceptions excellent co-operation has been received by the Department.

It is to be noted that 500 factory inspections were carried out by boiler inspectors, and that a record of 3,408 factory inspection reports and 691 elevator inspection reports were furnished to the Workmen's Compensation Board.

The year under review continued the marked expansion in industry so apparent during the previous year, with the result that considerable expansion of factories, wholesale houses and retail stores have been made, especially in the larger centres of the Province.

The drilling of new oil wells has continued during the past year similar to the previous year, resulting in a larger production of crude oil, and a large oil refinery is under construction.

An increase of 2,258 persons employed in wholesale and retail establishments was found to exist during the year under review over that of the previous year.

The production of sugar, honey, crockery, gasoline, oils, beverages and creamery butter was greater during the past year than at any time previous.

Accident Prevention.

Inspectors continued to find co-operation on the part of employers and employees in the prevention of accidents and the elimination of existing hazards in the greater portion of the establishments covered. Occasionally, however, employers and employees are found who actually have to be compelled to erect and keep in place guards to protect employees from revolving machinery and shafting, openings in floors, etc., but we are pleased to report few of this type of persons are to be found.

Employers often communicate with the inspectors requesting an inspection of their plant when making some alteration, or the re-arrangement of some machinery in order that they may have the benefit of the inspector's experience in the best ways of eliminating hazards that might otherwise prevail. In such cases, when employer, employees or members of employees' safety committees and the inspector consult with each other, their combined efforts result in the elimination of many hazards.

Considerable time has been spent during the past year in the inspection of storage tanks used in the wholesaling of oils and gasoline, resulting in many recommendations being made for the providing of suitable stairways leading to the top of tanks, and railed runways over the top of tanks. Our recommendations have practically all been completed, and on subsequent visits by inspectors, employees have frequently thanked them for the eliminating of the risk they were exposed to in the climbing of vertical ladders, especially in cold and frosty weather.

Over a period of years considerable attention has been given to safety inspection of grain elevators at country points, many of them situated in isolated districts, but I am pleased to report that after recommendations have been made by inspectors, construction superintendents of the large grain companies, together with the local grain buyer at the grain elevator, have consistently endeavoured to have them carried out.

We have continued to maintain an interchange of inspection reports and reports of accidents with the Compensation Board throughout the year. A record of 3,408 factory inspections and 691 elevator inspections has been forwarded to the Board from our records. Upon receipt of reports of accidents and upon request of the Accident Prevention Officer of the Board, we have made investigations for them, and when possible made recommendations in order to prevent similar accidents occurring.

Health.

Years ago not a great deal of attention was paid to sanitation and ventilation in factories, wholesale and retail establishments, but the trend of industry has greatly changed in this respect during the past twenty years, until to-day modern architecture is such that it is apparent that the health of employees is a first consideration.

Ventilation becomes a first consideration after the adequate guarding of machinery, etc. Many new buildings and some of the older ones have installed air conditioning systems, greatly improving working conditions. The modern factory or store to-day has installed separate systems to provide drinking water apart from the regular water system used for other purposes.

Sanitary arrangements have greatly improved, resulting in greater comfort and convenience. Modern lighting systems have a tendency to displace fluctuating natural light, and the installation of artificial light is located and reflected in such a manner as to give a soft, even distribution of light.

The installation and inauguration of these modern health systems materially assist inspectors to have conditions improved in many plants.

Inspectors during the year have had remedied many conditions which in their opinion they found to be unsanitary, also recommendations have been made that the general housekeeping of a plant be improved so that the health of employees be not impaired.

Ventilation of some factories and garages during the year has been greatly improved by the installation of suction and exhaust fans, but we would add that extreme climatic conditions prevailing in this Province make this phase of our work one of the most difficult to deal with. However, where adequate systems have been installed working conditions have been improved.

Child Labour.

No child was found to be employed during the year in any place of business coming within the scope of The Factories Act. Two requests for the employment of children during the year were received, but these requests were not acceded to.

Inspections.

The cities of Lethbridge and Medicine Hat, not having resident inspectors, were visited periodically by inspectors from Edmonton and Calgary, Lethbridge having six visits and Medicine Hat five.

The Turner Valley Oil Field periodically was inspected by an inspector from Calgary as to safety in oil drilling operations, production, distribution and refining of gasoline. Many other points of the Province were visited by inspectors on one or more occasions.

Table No. 1 sets forth the number and classification of inspections made, together with the number of employees, male and female, under each, and recommendations made in each section.

Under the heading "Safety" are recommendations made in respect to guarding of machinery; handrails on stairways and runways, and opening in floors; conditioning of ladders and scaffolding; the providing of fire escapes and free access thereto.

Under the heading "Health" are recommendations made relative to sanitation, ventilation, lighting and housekeeping.

TABLE No. 1
SUMMARY OF FACTORY INSPECTIONS

	No. of Inspections	No. of Places Inspected	No. of Male Employees	No. of Female Employees	Total No. of Persons Employed	Recommendations made	
						Safety	Health
Factories	2,412	2,366	13,626	2,180	15,806	1,361	82
Shops	2,668	2,641	7,869	4,192	12,061	271	57
Office Buildings	88	88	209	39	248	8	
	5,168	5,095	21,704	6,411	28,115	1,640	139

Passenger and Freight Elevators.

Good progress has been made in the installation of interlocks on passenger and freight elevators, and at the end of the period under review there remained only 47 of the elevators inspected to be interlocked. Of these, contracts had been let to complete 25 of them, and negotiations were pending on the majority of the remainder. The inability to procure competent men locally for this class of work has caused some delay in their being completed at an earlier date.

There was one fatal accident during the year on a freight elevator in the City of Edmonton.

New installations made in the fiscal year totalled 16, which was double the number made during the previous year.

Installations made were as follows: One escalator, two passenger elevators, eight power freight elevators, three manually operated elevators, two power dumb-waiters.

Elevator inspection certificates to the number of 647 were issued, netting a cash return of \$2,569.00.

Elevator inspections to the number of 887 were made, of which 160 were requested. Two elevators were condemned, 17 had been dismantled or scrapped, and 68 were not operating when the inspectors called.

Table No. 2 contains information as to the number of elevator inspections made, classification of elevators inspected, and the number of recommendations made in each case.

TABLE No. 2
SUMMARY OF ELEVATOR INSPECTIONS FOR YEAR ENDING MARCH 31, 1939

Class of Elevator Inspected	No. Insp.	No. Rec.
Escalator	4	
Passenger	183	275
Power Freights	348	1,078
Manually Operated Freights	61	249
Employee's Belt Lift or Humphries	19	12
Power Dumb-waiter	24	29
Manually Operated Dumb-waiter	68	
Not being Operated	2	
Condemned	17	..
Dismantled or Scrapped	31	..
Re-inspection: Passenger	110	5
Freight	15	..
Manual	2	..
Humphrey	3	
Dumb-waiter	...	...
TOTAL	887	1,648

No. of Special or Requested Inspections, 160.

The Boilers Act.

In submitting herewith my annual report covering the Steam Boilers Branch for the year 1938-39, I have much pleasure in reporting that no person has been seriously injured in the operation of any boiler or pressure vessel coming within the jurisdiction of The Boilers Act.

The 1937 Amendments to The Boilers Act, which brought within our jurisdiction heat exchangers and a large number of vessels in the oil industry, have increased our work considerably, and made it necessary to have more inspectors. To cope with our additional duties, Inspectors Fraser McLeod and William T. Jones were appointed to the staff on September 1st, 1938—Inspector McLeod being stationed in Calgary and Inspector Jones at Edmonton. Both inspectors have been doing considerable work inspecting heating plants and other pressure vessels that have not been seen for a number of years.

Our staff supervised during the year the installation of the new all-welded 155,000 lb. per hour Sterling Type Water Tube Boiler and auxiliaries at the City of Edmonton power plant; three 250-h.p. B. & W. Water Tube Boilers at the Coal Valley Coal Company's plant, located at Coal Valley; the steam plant and all pressure vessels at the new British American Refinery in East Calgary, along with many other smaller installations.

Fees collected for the survey and registration of designs amounted to \$1,904.50. This is more than double the amount in any previous year, and reflects the increasing activity within the Province and the additional work required to survey these designs.

Three persons were prosecuted for violations of The Boilers Act, and a conviction obtained in each case.

The following is a summary of work accomplished during the year, along with a comparative summary of work and revenue for years 1937-38 and 1938-39:

	1937-38	1938-39
Total number of Vessels inspected	3,627	4,127
Total number of Inspection visits	4,936	5,610
Total number of Factory Inspections	698	599
Total number of Special Inspections	89	87
Total number of Designs Surveyed	132	241
Revenue for registration of designs	\$ 822.45	\$ 1,904.50
Total Revenue	25,673.13	35,947.76

SUMMARY OF BOILER INSPECTIONS FOR THE YEAR ENDED MARCH 31, 1939

Type of Boiler or Pressure Vessel Inspected:

A. Horizontal Return Tubular	399
Horizontal Furnace	61
Water Tube	142
Locomotive Type	834
Vertical	115
Air Receivers	1,495
Ammonia Receivers (Rfg. Units)	36
Steam Cookers	53
Steel Heating	452
Cast Iron	388
Miscellaneous	152
Total number inspected	4,127
B. Condition of Pressure Vessels Inspected:	
Good	2,460
Fair	1,460
Poor	146
Condemned	37
Scrapped	24
Total	4,127
Certificates Issued	3,373
Number of Inspection Visits	5,610
Number of Special Inspections under Sec. 13 of The Boilers Act	87
Factory Act Inspections	599
Number and Class of Engineers' Certificates Issued:	
First Class	2
Second Class	6
Third Class	81
Special Certificates	28
Traction Final	21
Fireman's Final	38
Provisional Certificates	372
Welders' Certificates	6
Temporary Certificates	29
Total	583

HIGHWAY TRAFFIC BOARD

(A. CHARD, *Chairman*)(W. T. AIKEN, *Secretary*)

The work of the Highway Traffic Board during the fiscal year 1938-39 was considerably increased, and its activities extended. Not only was there a large increase in the number of Public Service and Commercial Vehicle certificates granted, but many new regulations were adopted and the enforcement of the same increased the duties of the staff to a considerable extent. The new regulations were largely in conformity with similar regulations in other provinces, and were adopted with a view to giving a measure of safety to the travelling public, protecting the government investment in public highways, and providing for a measure of security for the shipper of freight.

Eighteen meetings of the Board were held during the year, including public hearings for the consideration of applications for bus franchises and delegations representing various interests.

Four inspectors were employed throughout the year. These men were kept busy inspecting and weighing trucks and advising operators in regard to new regulations. The amount of additional revenue collected as a result of their efforts far exceeded the cost of their salaries and expenses.

An inter-provincial conference was held in Edmonton during the month of January, at which representatives from the Highway Traffic Boards of the four western provinces were present. Two days were spent by the delegates in discussing various aspects of the transportation problems, and a comparison of regulations at present in force. It was the hope of the conference that a greater degree of uniformity in regulations might be gradually adopted, and the delegates agreed to use their efforts to bring this about.

The Board, upon application from the operators, renewed all certificates for the operation of bus franchises over regular routes. The following changes were granted during the year.

Certificate held by Quick and Wilson was surrendered, and a new certificate granted to Bahry and Klufas for operation from Edmonton to Vega. Operation, however, was not satisfactory, and the certificate was cancelled. At a later date the Board held a public hearing and granted a new certificate to R. Latimer for operation over that portion of this route between Edmonton and Manola. This certificate now reads Edmonton-Pickardville.

In December, 1938, the Midland Bus Lines, Limited, was taken over by the Central Canadian Greyhound Lines, Limited, and certificates covering all lines previously operated by them issued in the name of the new company.

Service by the Red Bus Lines, Limited, between Drumheller and Stettler via Big Valley was discontinued; also service operated by the Sunburst Lines between Tofield and Alliance.

The Sunburst Motor Coaches, Ltd., was granted a certificate to operate between Camrose and Stettler. This certificate was transferred on request to Paul Intwert of Camrose.

The service operated by Mr. C. G. McNeill between Edmonton and the Provincial Mental Institute at Oliver was discontinued and taken over by The Oliver Employees Association Inc.

The following is a list of certificates issued and in effect as at March 31, 1939:

Name	Route
Alberta Montana Bus Lines (D. T. Johnson, Lethbridge)	Lethbridge-Coutts. Lethbridge-Etzikom. Pincher Creek-Waterton. Banff-Calgary.
Brewster Transport Co., Ltd., Banff	Beverly Edmonton Bus Depot.
Bus Universal Supplies, Ltd., Edmonton	Edmonton-Whitecourt.
Collins, A. P., Edmonton	Edmonton-Winfield.
Canadian Coachways, Ltd., Edmonton	Edmonton-Athabasca. Edmonton-Lac La Biche.
Central Canadian Greyhound Lines, Ltd., Calgary	Edmonton-Calgary. Macleod-Crownsnest. Lethbridge-Cardston. Lethbridge-Walsh. Lethbridge-Calgary via Vulcan. Lethbridge-Calgary via Macleod. Calgary-Medicine Hat. Macleod-Waterton Lakes. Edmonton-Lloydminster via Lamont. Edmonton-Lloydminster via Bremner. Edmonton-Edson. Vegreville-Cold Lake. Entwistle-Drayton Valley.
Drumheller Bus & Taxi Co., Drumheller	Drumheller-East Coulee. Drumheller-Wayne. Drumheller-Nacmine. Drumheller-Midland.
Glacier Park Transport Co., Ltd., Glacier Park, Montana	Carway to Waterton Lakes. June 15-Sept. 15.
Highway Transport, Ltd., Bruderheim	Willingdon to Bruderheim.
Intwert, Paul, Camrose	Camrose-Stettler.
Kropinak, M., Lethbridge	Lethbridge-Galt Mines.
Latimer, R. F., Edmonton	Edmonton-Newbrook. Edmonton-Pickardville.
Monden, F., Calgary	Calgary to South End Turner Valley.
McEachern, W., Edmonton	Edmonton-Rabbit Hills.
Lethbridge Northern Bus Lines, Ltd., Lethbridge	Lethbridge-Turin.
Northland Arrow Lines, Ltd., Edmonton	Edmonton-Barrhead. Barrhead-Fort Assiniboine.
Oliver Employees Assn. Inc., Edmonton	Oliver-Edmonton.
Rocky Mountain Tours, Ltd., Banff	Banff-Calgary. July 1-Sept. 15. Passengers restricted to those billed from C.N.R. en route to Banff. No pick-up privileges en route.
Red Bus Lines, Ltd., Drumheller	Calgary to Alsask, Sask. Calgary to Consort. Rimby to Stettler. Carbon-Central Service Station.
Sorenson Bus Lines, Ltd., Red Deer	Red Deer-Rocky Mountain House.
Sunburst Motor Coaches, Ltd.	Edmonton-Wainwright. Edmonton-Smoky Lake. Wetaskiwin-Hardisty. Wetaskiwin-Winfield. Daysland-Castor.
Sunshine Bus Lines, Ltd.	Calgary-Lomond.
Van Wert, T.	Medicine Hat-Redcliff.

The mileage covered by busses operating over surface highways during the fiscal year was 2,749,196, and over dirt roads 580,923, making a total of 3,330,119, being an increase of 299,064 miles over that of the previous year.

The number of passenger miles operated over surfaced roads was 64,651,512, and over dirt roads 7,398,170. The number of busses licensed was 120, with an aggregate carrying capacity of 2,119 passengers.

The Board issued 172 certificates to operators of livery and taxicab business, covering 381 passenger car units.

The Board also issued 3,668 public service vehicle certificates and 1,718 commercial vehicle certificates. In addition to the number of public service vehicle certificates, 883 certificates were issued for hauling grain during the harvesting season.

PROVINCIAL GAOL, FORT SASKATCHEWAN

(J. D. McLEAN, Warden)

The daily average population was 276, a decrease of 14 from the year 1938-39.

The general health of the inmates of this Institution has been excellent.

Farming operations were successful this year, as shown by the appended summary:

Item	Acreage	Yield
Wheat	357	11,897 Bus.
Oats	236	10,425 Bus.
Barley	91	3,274 Bus.
Hay	100	35 Tons
Green Feed	30	25 Tons
Flax	3	15 Bus.
Vegetables	52	Various

CASH STATEMENT—SUMMARY

Gaol operation (including administration)	\$ 72,537.08
Maintenance of Buildings and operation of Power Plant	21,729.08
Gross Cost	\$ 94,266.16
Less Revenue	10,212.32
Net Cost	\$ 84,053.84

Average daily population	278
Per capita cost per prisoner per day:	
Gaol operation	\$.715
Buildings and Power Plant costs	.214
Gross per capita cost	\$.929
Less: Revenue per capita	.101
Net per capita cost	\$.828

ANNUAL REPORT OF PRISONERS FOR YEAR ENDING MARCH 31st, 1939

MALE

Month	Admitted Comm.	Sent.	Discharged Comm.	Sent.
April, 1938	37	121	27	136
May, 1938	35	113	28	136
June, 1938	47	101	44	112
July, 1938	21	70	26	75
August, 1938	11	73	7	89
September, 1938	24	90	26	95
October, 1938	31	136	30	86
November, 1938	38	129	44	112
December, 1938	40	118	38	114
January, 1939	19	111	25	98
February, 1939	22	84	19	87
March, 1939	19	81	22	95
	344	1,227	336	1,235

Total number of Male Prisoners admitted	1,571
Total number of Male Prisoners discharged	1,571

	Comm.	Sent.
Male Prisoners in Gaol as at March 31st, 1938	5	261
Male Prisoners admitted during year ending March 31st, 1939	344	1,227
TOTAL	349	1,488
Male Prisoners discharged during year ended March 31st, 1939	336	1,235
Total Male Prisoners in Gaol as at March 31st, 1939	13	253

Daily average Male Prisoners for year ended March 31st, 1939..... 261.5

DISCHARGES

Time expired	1,056	Transferred to R.C.M.P.	51
Fine paid	30	Transferred to Hospital	6
Paroled	63	Transferred to Prince Albert	4
Released for trial	311	Transferred to Ponoka	15
Released Immigration authorities	3	Conviction quashed	6
Released authority Dr. Orr	1	Escaped	2
Released authority Atty. Gen. Dept.	1	Ticket of Leave	2
Released as witness	1		
Released on bail	13		1,571
Deported	6		

SENTENCES

Under 30 days	190	9 months to 1 year	53
30 days to 2 months	525	1 year to 2 years	47
2 months to 3 months	202	Previously shown	39
3 months to 4 months	39		
4 months to 6 months	98		1,227
6 months to 9 months	34		

REMISSIONS

Receiving full remission	963
Receiving no remission	608
	1,571

Total remission earned	9,491
Number participating	963
Average earned per prisoner	9.8

COUNTRY OF BIRTH

Canada	673	Switzerland	2
U.S.A.	61	Czechoslovakia	7
England	49	Finland	5
Scotland	40	Lithania	1
Ireland	41	China	1
Wales	1	Hungary	3
Austria	85	Belgium	3
Poland	88	South Africa	1
Russian	20	Serbia	2
Germany	15	Mexico	1
Sweden	22	Estonia	1
Norway	38	Matta Island	1
Roumania	9	Previously shown	39
Ukraine	3		
Italy	3		1,227
Holland	5		
Denmark	7		

AGES

Under 20 years	114	60 years to 70 years	26
20 years to 30 years	430	Previously shown	39
30 years to 40 years	277		
40 years to 50 years	219		1,227
50 years to 60 years	122		

CRIMES

Against Religion and Morals	157
Against the Person	82
Against Public Law and Order	31
Against Property	409
Against any other Act	509

Previously Sentenced, Out and Returned: From Witnessing	1,188
	39

TOTAL	1,227
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FEMALE

Month	Admitted		Discharged	
	Comm.	Sent.	Comm.	Sent.
April, 1938	6	12	5	20
May, 1938	8	12	6	14
June, 1938	5	8	6	4
July, 1938	9	8	10	15
August, 1938	6	7	5	8
September, 1938	9	9	9	6
October, 1938	7	10	5	8
November, 1938	5	16	6	11
December, 1938	1	12	1	17
January, 1939	5	7	4	12
February, 1939	4	6	4	7
March, 1939	18	15	15	10
	83	122	76	132

Total number of Female Prisoners admitted	205
Total number of Female Prisoners discharged	208

ANNUAL REPORT, 1938-39

35

Prisoners in Gaol as at March 31st, 1938	Comm.	Sent.
Admitted during year ended March 31st, 1939	83	27
TOTAL	83	149
Discharged during year ended March 31st, 1939	76	132
In Gaol at March 31st, 1939	7	17
Daily average of Female Prisoners for year ending March 31, 1939		17

DISCHARGES

Time expired	101	Released on Bail	5
Fine paid	4	Transferred to R.C.M.P.	5
Paroled	5	Transferred to Hospital	1
Released for Trial	77	Transferred to Ponoka	3
Released authority Atty. Gen. Dept.	1		
Released authority Dr. Orr	4		208
Released as Witness	2		

REMISSIONS

Receiving full remission	97
Receiving no remission	111
	208
Total remission earned	830
Number participating	97
Average per prisoner	8.5

SENTENCES

Under 30 days	13	9 months to 1 year	3
30 days to 2 months	64	1 year to 2 years	3
2 months to 3 months	12	Previously shown	5
3 months to 4 months	10		
4 months to 6 months	9		122
6 month to 9 months	3		

COUNTRY OF BIRTH

Canada	95	Roumania	1
U.S.A.	9	Ukraine	3
England	1	France	1
Scotland	1	Estonia	1
Wales	1	Hungary	1
Austria	2		
Poland	2		122
Russia	2		
Germany	2		

AGES

Under 20 years	10	60 years to 70 years	2
20 years to 30 years	63	Previously shown	5
30 years to 40 years	26		
40 years to 50 years	10		122
50 years to 60 years	6		

CRIMES

Against Religion and Morals	41
Against the Person	6
Against Public Law and Order	1
Against Property	24
Against any other Act	45
	117
Previously Sentenced, Out and Returned: From Witnessing	5
TOTAL	122

PROVINCIAL GAOL, LETHBRIDGE

(G. E. BLAKE, *Warden*)

The daily average population for the year ended March 31st, 1939, was 165.78 (including prisoners maintained outside the Gaol), an increase of 17.80 over the previous year.

Prisoners under 20 years of age showed an increase of 30 over the previous year, the percentage of the total population being 11.38%. Prisoners under 22 years of age totalled 226, of whom 91 admitted previous convictions. This category supplied 21.81% of the Gaol population. Known recidivists of all ages supplied 59.84% of the Gaol population.

FARM OPERATIONS

Item	Acreage	Yield
Wheat	80	3,309 Bus.
Oats	39	2,459 Bus.
Barley	89	1,153 Bus.
Mangels	5	100 Tons
Turnips (Field)	3	20 Tons
Potatoes	30	133 Tons
Other Vegetables	12	95¾ Tons
Sugar Beets	17	225¼ Tons
Alfalfa (New)	140	170 Tons
Alfalfa (Old)	293	670 Tons

CASH STATEMENT—SUMMARY

Gaol operation (including administration)	\$ 65,308.40
Maintenance of Buildings and operation of Power Plants	18,793.30
Gross Cost	\$ 84,101.70
Less Revenue	13,232.29
NET COST	\$ 70,869.41
Average daily population	165
Per capita cost per prisoner per day:	
Gaol operation	\$1.07
Buildings and Power Plant costs	.32
Gross per capita cost	\$1.39
Less Revenue per capita	.22
NET PER CAPITA COST	\$1.17

ANNUAL REPORT OF PRISONERS FOR THE YEAR ENDED MARCH 31st, 1939

Month	Daily Average	Sent.	Admitted	Comm.	Rem.	Sent.	Discharged	Comm.	Rem.
April, 1938	145.43	58	4	3		95	3		2
May, 1938	157.22	113	1	3		100	4		4
June, 1938	144.03	75	3	3		75	4		3
July, 1938	158.22	126	2	6		58			6
August, 1938	165.58	67	3	5		136	2		3
September, 1938	148.13	70	2	7		45			9
October, 1938	162.29	91		5		87	4		5
November, 1938	178.10	79	4	10		70	2		8
December, 1938	180.35	84	3	3		72	3		5
January, 1939	185.09	54	4	3		65	3		2
February, 1939	178.71	63		4		62	4		5
March, 1939	160.74	62	4	12		78	1		11
Monthly Average	163.61	942	30	64		943	30		63
Total number of prisoners admitted during year 1938-39									1,036
Total number of prisoners discharged during year 1938-39									1,036
Number of Prisoners in Gaol on April 1st, 1938						160	3		
Number of Prisoners admitted during year 1938-39						942	30		64
TOTAL						1,102	33		64

ANNUAL REPORT, 1938-39

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	Sent.	Comm.	Rem.
Number of Prisoners discharged during 1938-39	943	30	63
Number of Prisoners in Gaol on March 31st, 1939	159	3	1
	<u>1,102</u>	<u>33</u>	<u>64</u>
Number of Prisoners who have served previous sentences			620
Number of days of remission earned during 1938-39			7,191
Number of Prisoners participating			685
Number of days of remission per prisoner			10.49
Number of Prisoners on Appeal			2

SENTENCES

Under 30 days	326	6 months to 9 months	18
30 days to 2 months	339	9 months to 1 year	50
2 months to 3 months	79	1 year to 1½ years	14
3 months to 4 months	20	23 months	2
4 months to 5 months	7	2 years less 1 day	8
5 months to 6 months	66	Indefinite (under V.D. Act)	1
			<u>930</u>
		Committed for trial	30
		Remanded	64
			<u>94</u>
		Sentenced to Prince Albert Penitentiary	12
			<u>1,036</u>

NOTE: 2 men awaiting appeal.

DISCHARGES

Completion of sentence	856	To Prince Albert Penitentiary	10
Discharged to court	90	By order of Governor General	11
To Ponoka Mental Hospital	12	*Escaped	1
Ticket of leave	12	By order of Lieut. Governor	1
By order Immigration Authorities	3	Conviction quashed	5
Released on bond	2	By order of Gaol Surgeon	1
Sentence quashed	6	Released on suspended sentence	1
To R.C.M.P.	5	Released on bail	1
From Galt Hospital	1		
To Galt Hospital	2		<u>1,036</u>
Fine and costs paid	9		
Deported	7		

*Escaped prisoner recaptured at Vancouver and sentenced to 2 years in Prince Albert Penitentiary.

COUNTRY OF BIRTH

Canada	697	Hungary	17
England	54	Italy	2
Ireland	31	Jugo Slavia	1
Newfoundland	1	Lithuania	1
Scotland	36	Norway	8
Wales	4	Peru	2
British India	1	Poland	16
Argentina	1	Roumania	6
Austria	19	Russia	14
Belgium	2	Sweden	7
Czechoslovakia	8	Ukraine	3
China	9	U.S.A.	73
Denmark	8	Unknown	3
Finland	6		<u>1,036</u>
Germany	5		
Holland	1		

AGES

Under 20 years	118	69 to 69 years	28
20 to 29 years	463	70 years and over	1
30 to 39 years	234		
40 to 49 years	117		<u>1,036</u>
50 to 59 years	75		

CRIMES

Against Public Law and Order	7	Punishments, Fines, etc.	1
Against administrative of Law and Justice	20	Offences under Dominion Acts	259
Against Religion and Morals	190	Offences under Provincial Acts	102
Against the person and reputation	63	Offences under Municipal Bylaws	4
Against the Rights of Property	373		<u>1,036</u>
Wilful and Forbidden Acts	5		
Attempts, Conspiracies—Accessories	12		

